BRITISH COLUMBIA

Road Safety Enhanced Traffic Enforcement

2011 ANNUAL REPORT

Ministry of Justice
Policing and Security Programs Branch
Road Safety Unit

BRITISH COLUMBIA

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Message from the Assistant Deputy Minister and Director of Police Services

On behalf of the Ministry of Justice, Policing and Security Programs Branch, I am pleased to present the *British Columbia Road Safety Enhanced Traffic Enforcement 2011 Annual Report*.

Thirty years ago, 859 people in British Columbia died as a result of motor vehicle crashes. In 2011, despite ongoing population growth, just under 300 people were killed in motor vehicle crashes in our province. While this number is still unacceptably high, we are realizing the positive results of our combined efforts to make BC's roads the safest in Canada.

2011 was a very productive year for the program and partners:

- Enhanced enforcement activity levels rose in all regions of the province, while injury rates continued their downward trend;
- The digital upgrade and expansion of the province's Intersection Safety Camera Program was concluded;
- Insurance Corporation of British Columbia research staff completed an evaluation of best practices in enhanced traffic enforcement; and
- Police Services' Road Safety Unit developed a comprehensive Business Case that formed the basis of negotiations for the successful renewal of the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* and the Province's enhanced traffic and auto crime enforcement initiatives.

Together, we have made great strides in reducing alcohol-impaired driving and improving seatbelt wearing rates. However, road safety is an evolving challenge. Speed-related crashes are a perennial reminder that changing driver behaviour can be a long term project. Distracted and drug-impaired driving, as well as motorcycle and pedestrian safety are emerging areas of concern. We also anticipate that demographic shifts and emerging technologies will soon create new issues for enforcement personnel and public policy advocates.

In 2012, we will continue working to address road safety concerns by identifying issues, innovations, and targeting resources for safety, efficiency, and effectiveness.

I look forward to working with road safety partners and stakeholders in our ongoing commitment to saving lives and reducing injuries on our roadways. With your collaboration, we are committed to making British Columbia's roads the safest in Canada.

Yours truly,

Clayton J.D. Pecknold
Assistant Deputy Minister
and Director of Police Services
Policing and Security Programs Branch

2011 Highlights

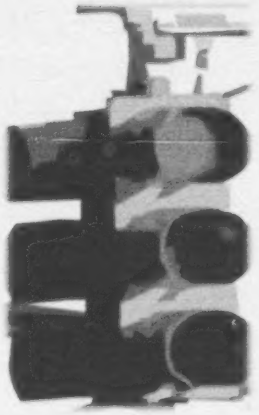
Road Safety in British Columbia (BC): 2011 compared to 2010

- ↓45% in impaired related fatalities (↓57 fatalities)
- ↓15% in speeding related injuries (↓535 injuries)
- ↓26% in impaired related injuries (↓571 injuries)
- ↓62% in Criminal Code charges[1] (↓from 795 charges in 2010 to 304 charges in 2011)
- 291[2] police reported crash victim fatalities in 2011 (↓from 364 in 2010)
- 19,555 police reported crash victim injuries[3] in 2011 (↓from 21,070 in 2010)

Enhanced Enforcement Program Priorities: 2011 compared to 2010

IMPACT/Bait Car program

- ↑200% increase in arrests in the interior of BC (↑12 arrests)



CounterAttack Initiative (CA) - Independent Municipal Police Departments

- two campaigns were conducted in 2011 (July and December)
- ↑ 55% in drug impaired violation charges (↑50 violations)
- ↓53% drop in Administrative Driving Prohibition violations (↓57 violations)

Pedestrian Safety Initiative (PSI) - Vancouver

- nearly 2,000 police/public interactions achieved
- two 3-week campaigns produced an average of 624 violation and bylaw tickets for each campaign period

Automated Licence Plate Recognition (ALPR)

- ↑218% in ALPR licence plates read (↑from 1,042,927 in 2010 to 3,317,322 in 2011)
- ↑127% in charges issued (↑2,843 charges)

Intersection Safety Cameras (ISC)

- upgraded from 30 wet-film cameras to 140 digital cameras
- ↑47% ISC violation ticket delivery (↑from 20,521 tickets in 2010 to 30,142 tickets in 2011)

Public Attitude Survey (PAS)

- ↑23% in public perception that police have a strong commitment to traffic enforcement (↑from 178 in 2010 to 376 in 2011)
- ↑97% increase in likelihood of being caught by the police while speeding (↑from 127 in 2010 to 249 in 2011)

BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC)

- nine new motions to improve driver and road safety, assist officers in carrying out effective traffic enforcement, and endorse targeted road safety campaigns

Note
↓ = decrease
↑= increase

[1] *Criminal Code* charges refer to Alcohol Impaired and Drug Impaired statistics
[2] Fatal counts 291 as of 2012 Q2 TAS Victims data.
[3] Seriously Injured Victims are included in the Injured Victims counts for police reported injuries

Program Overview: the Road Safety Unit

Since 2003, ICBC has funded the *Traffic and Road Safety Law Enforcement Memorandum of Understanding* (the MOU) through the Ministry of Public Safety and Solicitor General (currently the Ministry of Justice). The Road Safety Unit (RSU), Policing and Security Programs Branch, is responsible for delivering BC's enhanced traffic enforcement program.

Program funding supports dedicated traffic enforcement units, road safety research, policy and oversight, evaluation, consultation and collaboration, communications and advertising, intelligence-led policing and advancing the use of new enforcement technologies.

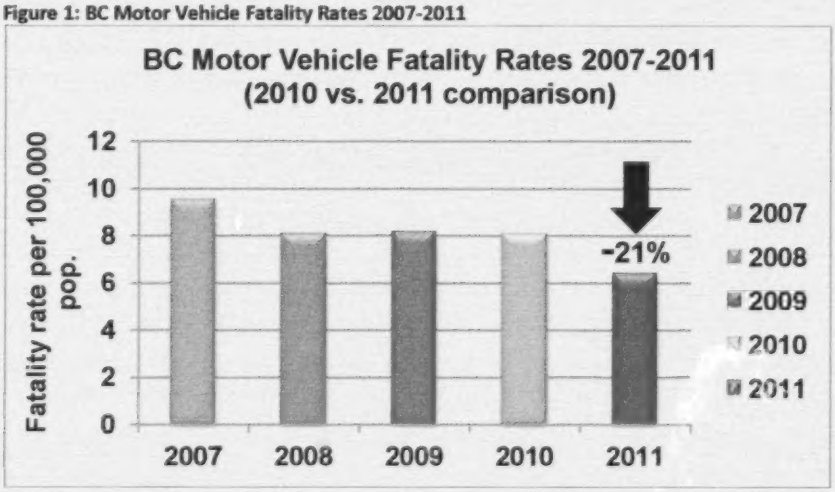
The RSU works closely with its funding partner ICBC, as well as with stakeholders who have an interest in road safety initiatives. RSUs responsibilities include: administrative and financial oversight of the program; funding for Integrated Road Safety Units (IRSUs); the Integrated Municipal Provincial Auto Crime Team (IMPACT) and Bait Car; and the operation of the Intersection Safety Cameras (ISCs). Other enforcement initiatives focus on priority issues such as impaired driving (i.e. CounterAttack road checks), and piloting enforcement technology, such as Automated Licence Plate Recognition (ALPR).

It is important to note that enhanced traffic enforcement in the form of IRSUs and provincial enforcement campaigns represent only a portion of all traffic enforcement in the province. The impact of enhanced traffic enforcement cannot be easily extracted from overall provincial policing efforts and results. For this reason, the *British Columbia Road Safety Enhanced Traffic Enforcement 2011 Annual Report* includes references to provincial numbers, such as fatality and injury trends.

Fatalities[4]

BC motor vehicle-related fatality rates have been on a downward trend for several years.
In 2011, traffic fatalities reached a 30 year low in BC. This downward trend has accelerated since 2005. The number of people killed on BC roads has declined from 364 to 291[5] (2010 and 2011 respectively). Figure 1 shows the five-year trend of fatality rates.

Figure 1: BC Motor Vehicle Fatality Rates 2007-2011

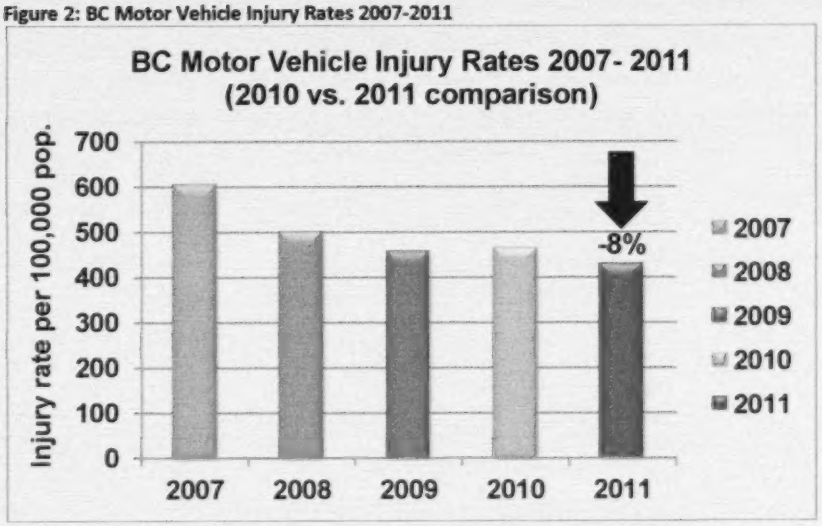


[4] ICBC Traffic Accident System (TAS) Q2 2012 Victims (Fatalities and Injuries) were used for this analysis. Values have been adjusted to show a 100,000 per population rate (BC Statistics, Ministry of Citizens' Services, Province of British Columbia)
[5] Fatal counts 291 as of 2012 Q2 TAS Victims data.

Injuries[6]

Police-reported injuries[7] are also trending downward. In BC, at the end of 2011, there were 33% fewer injuries than at the implementation of the MOU in 2004. The most recent five-year trend shows almost uninterrupted continuous improvement (see Figure 2).

Figure 2: BC Motor Vehicle Injury Rates 2007-2011



Contributors to the decline of motor vehicle fatalities and injuries include targeted traffic enforcement activity, advertising and awareness, legislative and regulatory changes, improvements to vehicle safety standards, road engineering, economics and weather.

The largest component of the enhanced traffic enforcement MOU are the IRSUs. IRSUs are comprised of officers from independent municipal police departments and RCMP traffic services.

IRSUs are dedicated to traffic enforcement, and often work together with other traffic units to target high-risk behaviours. The enhanced enforcement initiative also provides overtime funding for IRSUs, independent municipal police departments and RCMP traffic units. Overtime funding is used to support provincial enforcement campaigns such as the summer and winter CounterAttack (CA) impaired driving initiatives or on occasion, special enforcement campaigns such as the Vancouver Pedestrian Safety Initiative (PSI).

Individual IRSUs also conduct local or regional enforcement initiatives based on issues identified through data analysis and the collection of local traffic intelligence.

An example of a local IRSU initiative is the Capital Regional District (CRD) IRSU *Making the Malahat Safer* campaign, which ran from July 6, 2011 to September 7, 2011. The campaign used a combination of increased police visibility and enforcement to: correct poor driver behaviour; reduce speed; address collisions and fatalities; and utilize non-conventional enforcement techniques.

[6] In 2008, legislation changed so that police are no longer required to attend all injury-related crashes and attendance is at their discretion. For this reason, there has been a marked decrease in the number of police-attended reports submitted to ICBC. We caution that decreasing injured crash counts which include police-reported data may be misleading.
[7] Seriously Injured Victims are included in the Injured Victim counts (2012 Q2 TAS Victims data) for Police Reported Injuries.

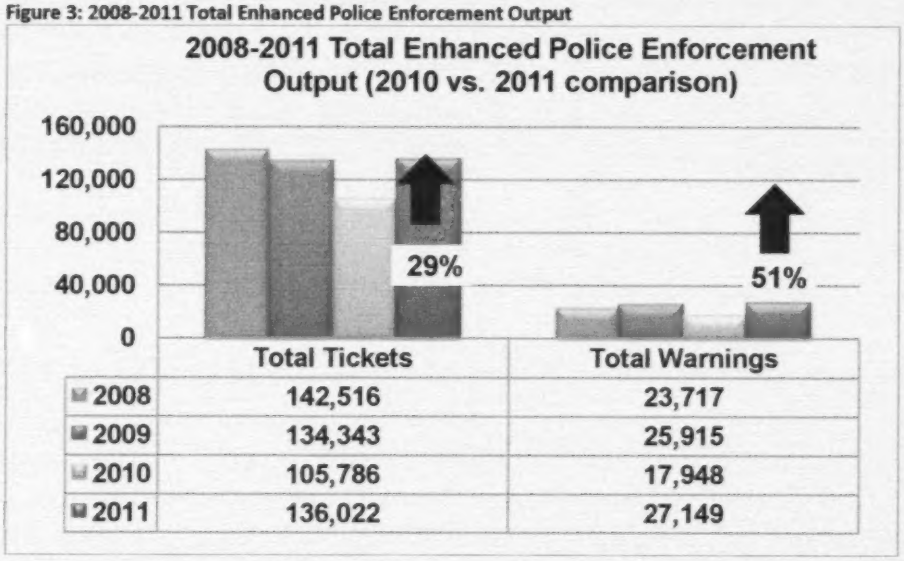
2011 Total Enhanced Enforcement Output

Overall, there was a 51% increase in warnings issued in BC by enhanced traffic enforcement, and a 29% increase in violation tickets issued in 2011 compared to 2010 (see Figure 3). The values for 2011 indicate a return to normal activity levels. In 2010, the Olympics, G8 and G20 Summits negatively affected police resource outputs.

Enhanced Enforcement Output – Alcohol Impairment-Related Activity

Among the road safety issues identified by government, the police and the public, impaired driving remains a top priority for road safety practitioners. Impairment by alcohol is still the leading cause of criminal death[8] in Canada and continues to impact thousands of people in BC every year. In response to the ongoing harm, the government introduced Immediate Roadside Prohibition (IRP) legislation in September 2010.

Figure 3: 2008-2011 Total Enhanced Police Enforcement Output



	Total Tickets	Total Warnings
2008	142,516	23,717
2009	134,343	25,915
2010	105,786	17,948
2011	136,022	27,149

Among the IRP sanctions is the provision of a 'fail' reading (blood alcohol content over 0.08 or refusal to take the breath test) that enables officers to remove drunk drivers from the roads immediately using administrative sanctions. As officers adopted IRP sanctions to deal with alcohol impaired drivers there was a corresponding decrease in *Criminal Code* charges issued by enhanced traffic enforcement (see Figure 4, next page). The decrease in *Criminal Code* charges was mirrored by other traffic enforcement units throughout the province. Police retained the use of *Criminal Code* charges for the most egregious impaired driving circumstances, i.e. having children in the car or causing bodily harm.

The 'fail' component of the IRP sanctions was suspended in November 2011 due to a BC Supreme Court ruling on Charter issues. This resulted in a slight upward trend in *Criminal Code* impaired charges at the end of 2011.

Criminal Code charges[9] for impaired driving dropped 62% in 2011 (304 charges down from 795 charges in 2010 – see Figure 4). However, there was a 25% increase in provincial *Motor Vehicle Act* impaired sanctions[10].

[8] Office of the Superintendent of Motor Vehicles, http://www.pssg.gov.bc.ca/osmv/road-safety/impaired-driving.htm
[9] *Criminal Code* charges include: Alcohol and Drug-impaired statistics from the Enhanced Enforcement data (Q2 2012).

Enhanced Police Traffic Enforcement continued...

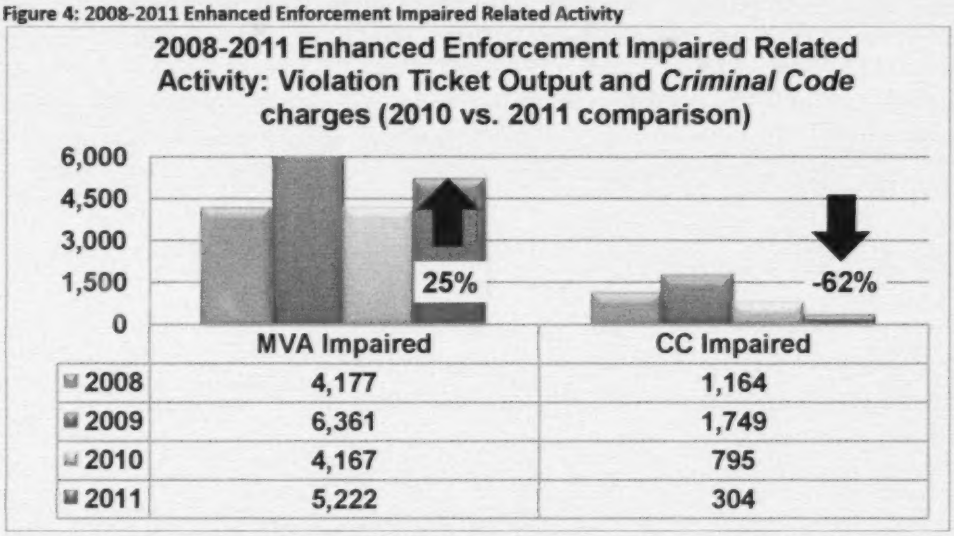
The overall picture of enforcement outputs and outcomes for impaired driving will continue to shift as provincial legislation is amended to address IRP 'fail' provisions.

Enhanced Enforcement– Violation Ticket Output

Enhanced enforcement 2011 violation ticket output[11] increased 47%, 30% and 19% for intersections[12], seatbelts and unsafe speed violation tickets respectively (Figure 5). Compared to the previous year, 2011 saw a return to normal output levels. In 2010, the Olympics, G8 and G20 Summits influenced the amount of traffic enforcement activity.

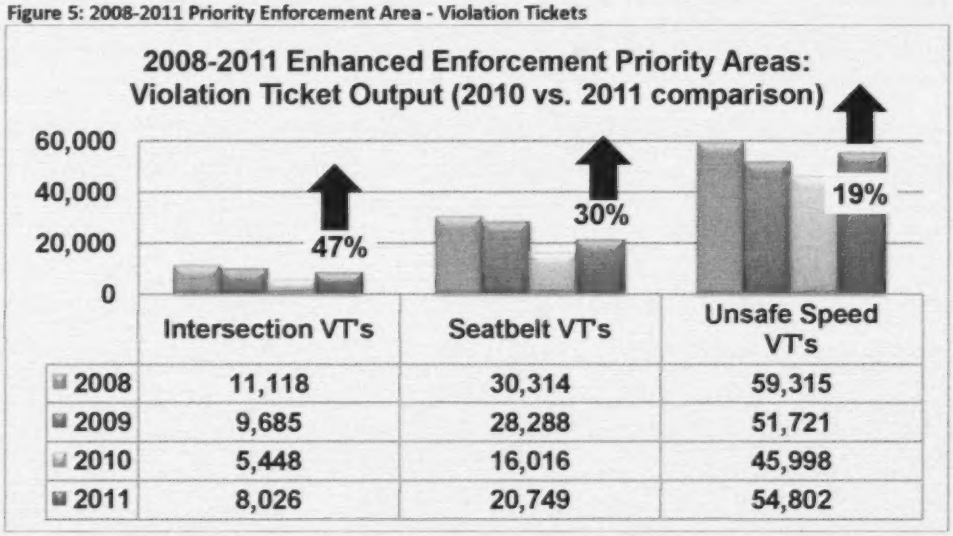
Harm reduction priorities are based on data-driven intelligence-led policing. The enhanced traffic enforcement program contributes to overall provincial road safety goals, violation outputs and outcomes.

Figure 4: 2008-2011 Enhanced Enforcement Impaired Related Activity



	MVA Impaired	CC Impaired
2008	4,177	1,164
2009	6,361	1,749
2010	4,167	795
2011	5,222	304

Figure 5: 2008-2011 Priority Enforcement Area - Violation Tickets



	Intersection VT's	Seatbelt VT's	Unsafe Speed VT's
2008	11,118	30,314	59,315
2009	9,685	28,288	51,721
2010	5,448	16,016	45,998
2011	8,026	20,749	54,802

[10] MVA Impaired Sanctions include: 24Hr Alcohol and Drugs; IRP 3, 7, 30 and 90 day prohibitions as well as charges for refusing to blow, Enhanced Enforcement data, Q2 2012

[11] Enhanced Enforcement statistics, IRSU, IRSU_OT, and ERSEI statistics were extracted for the years 2008-2011, from the Q2 2012 Dataset. The values are preliminary; we are still waiting reconciliation of the Q2 2012 EE data with the BC Coroner's Service.

[12] The intersection violation ticket value in Figure 5 does not include Intersection Safety Camera Violation Tickets.

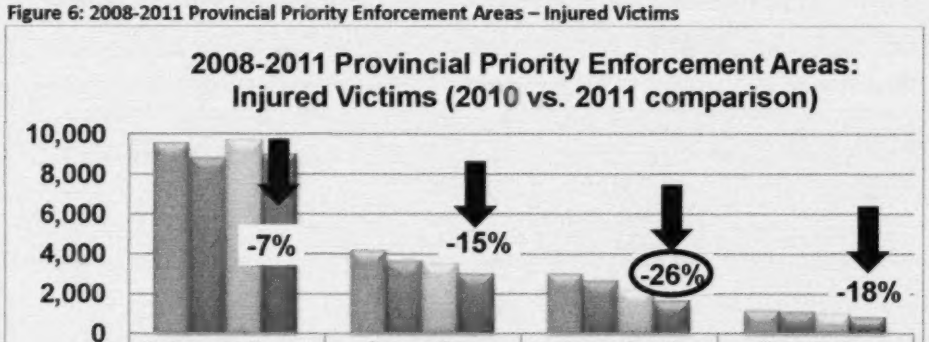
Provincial Priority Enforcement Areas

The following charts (Figures 6 and 7) present results for provincial fatalities[13] and injuries[14] on issues of primary interest to enhanced traffic enforcement.

2011 fatalities compared to 2010 (Figure 6):

- 3% increase in intersection related fatalities(↑2 victims)
- 19% decrease in speeding related fatalities (↓22 victims)
- 45% decrease in impaired related fatalities (↓57 victims)
- 46% decrease in seatbelt related fatalities (↓41 victims)

Figure 6: 2008-2011 Provincial Priority Enforcement Areas – Injured Victims

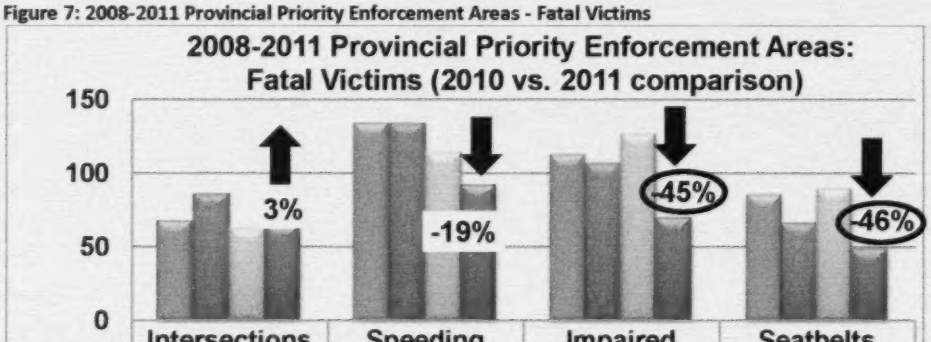


	Intersections	Speeding	Impaired	Seatbelts
2008	9,464	4,161	3,010	1,204
2009	8,813	3,556	2,570	1,024
2010	9,688	3,472	2,187	927
2011	8,974	2,937	1,616	757

2011 injuries compared to 2010 (Figure 7):

- 7% decrease in intersection related injuries (↓714 victims)
- 15% decrease in speeding related injuries (↓535 victims)
- 26% decrease in impaired related injuries (↓571 victims)
- 18% decrease in seatbelt related injuries (↓170 victims)

Figure 7: 2008-2011 Provincial Priority Enforcement Areas - Fatal Victims



	Intersections	Speeding	Impaired	Seatbelts
2008	67	133	112	85
2009	85	133	106	66
2010	62	113	126	89
2011	64	91	69	48

[13] Fatal counts were retrieved from TAS Data by ICBC Regions_2012 Q2. Categories of At Intersections, Speed Involved, Impaired Involved, and Seatbelt Involved (unbelted fatalities) are included.

[14] Injured counts were retrieved from TAS Data by ICBC Regions_2012 Q2. Categories of At Intersections, Speed Involved, Impaired Involved, and Seatbelt Involved (unbelted fatalities) are included. Serious injuries are included in injured count.

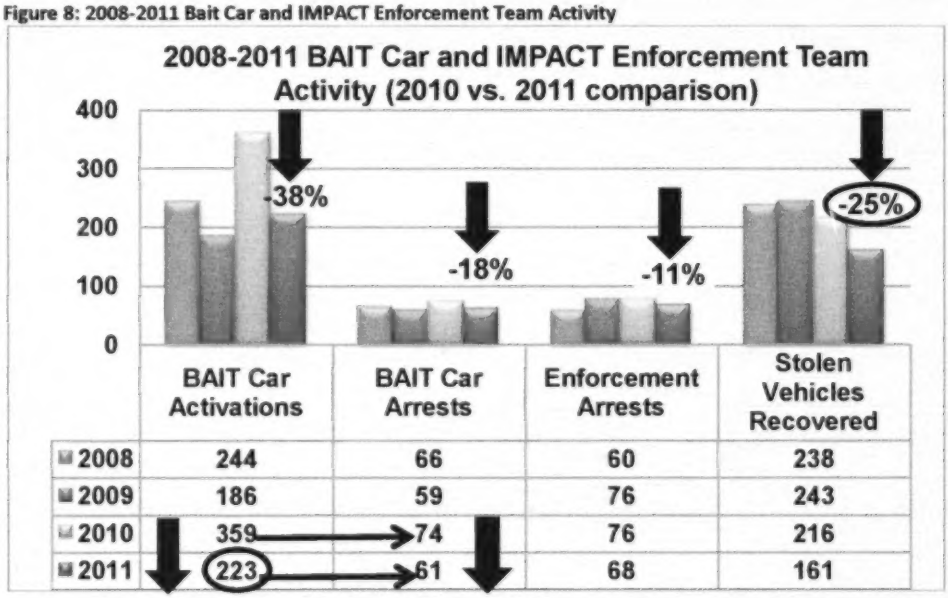
Auto Crime: Integrated Municipal Provincial Auto Crime Team and Bait Car

The Integrated Municipal Provincial Auto Crime Team's (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. The unit consists of specialized auto theft investigators from seven police agencies in the Greater Vancouver area and serves all RCMP and independent municipal police jurisdictions in BC.

Initially the result of a cooperative agreement between the provincial government, Royal Canadian Mounted Police (RCMP), independent municipal police departments, and ICBC, IMPACT was incorporated into the original enhanced traffic enforcement MOU in 2003. IMPACT continues to be funded and operated under the umbrella of the current MOU.

A significant portion of IMPACT's work takes place in the lower mainland where 70% of all auto crime in BC occurs. However, IMPACT and the Bait Car program's great strength lies in its ability to deploy in all parts of BC.

Figure 8: 2008-2011 Bait Car and IMPACT Enforcement Team Activity



Overall in 2011, a 20% and 22% reduction in provincial and lower mainland auto theft respectively was achieved, given that there was only a 1% increase in vehicle population.

In 2011, IMPACT actively participated in the International Association of Auto Theft Investigators (IAATI), Western States Auto Theft Investigators (WSATI), and the British Columbia Association of Auto Theft Investigators (BCAATI). Several presentations and liaisons have been made possible through the "Stolen Lives" and "Adopt a Car Thief" programs. Other activities include training police personnel on best practices in auto theft investigations.

IMPACT also operates and manages the provincial Bait Car program, the largest Bait Car fleet in North America. A Bait Car is a vehicle owned by the police that is intended to be stolen. After a Bait Car is stolen, the vehicle is monitored through onboard technology and the suspect is recorded on video. Once officers are in position to safely intervene, the Bait Car engine is disabled and the car thief is arrested. Bait Cars are deployed throughout the province and IMPACT officers work closely with local police agencies to bring local and regional police intelligence to the operation.

CounterAttack Campaigns

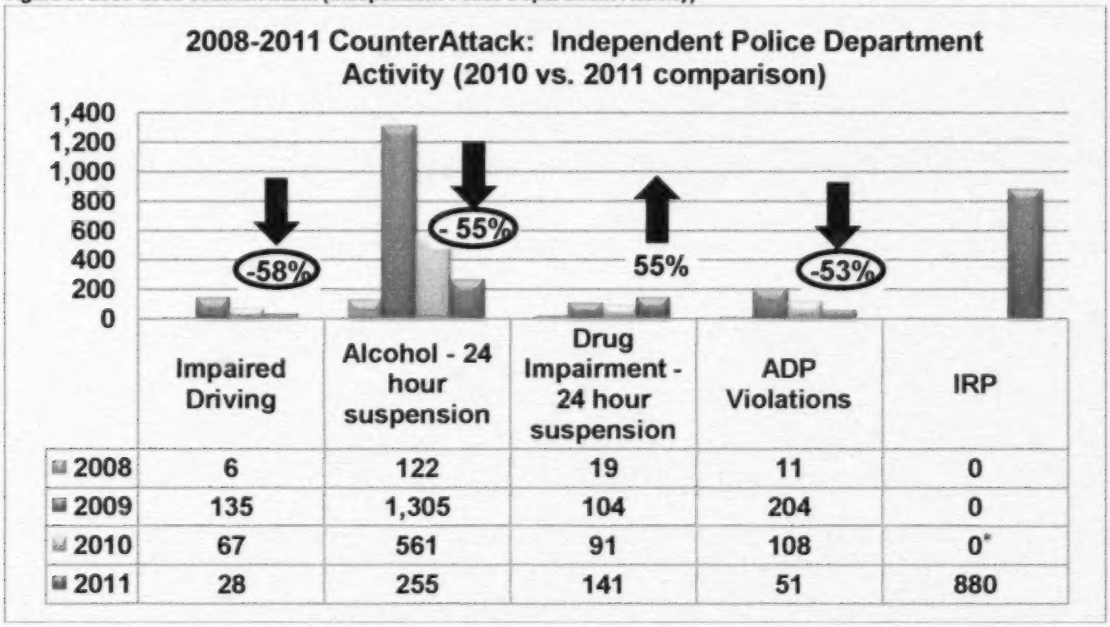
RSU provides dedicated CounterAttack (CA) funding to help RCMP and independent municipal police departments deter and apprehend impaired drivers. CA roadblocks are traditionally deployed during summer holidays, and the winter season.

CounterAttack – Independent Police Department Activity

In 2011, independent municipal police departments reduced their outputs of *Criminal Code* impaired driving charges, alcohol 24-hour suspensions and Administrative Driving Prohibition (ADP) violations. Respectively, drops of 58%, 55% and 53% were experienced (Figure 9) compared to 2010. The apparent reduction of impaired driving enforcement and alcohol 24-hour suspensions is likely related to increased use of Immediate Roadside Prohibitions (IRP). The IRP legislation was in effect for 11 months in 2011 and was embraced by police as a tool to immediately remove drinking drivers from BC's roads. As a result, drug 24-hour suspensions is the only output that shows an increase of 55% over 2010, coupled with an increase of 64% in road check counts from the previous year. This may be a result of increased focus on drug-impaired driving and an approach piloted by the RCMP in 2011 ensuring a dedicated pool of funds supporting the call out of Drug Recognition Experts (DRE).

The arrows in Figure 9 show the difference between 2010 and 2011 outputs.

Figure 9: 2008-2011 CounterAttack (Independent Police Department Activity)



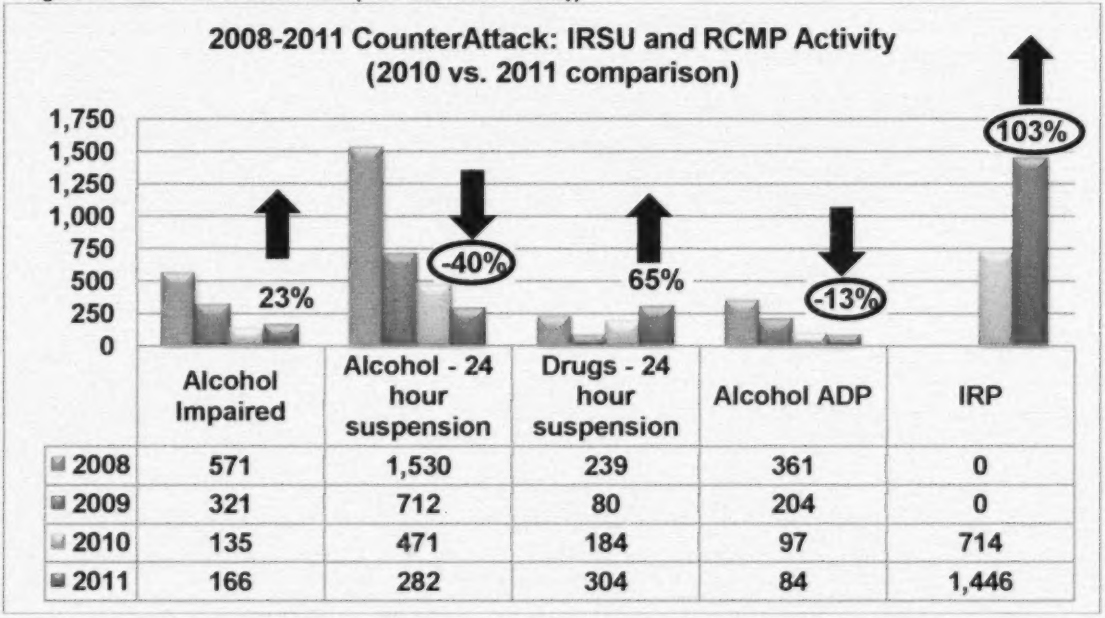
	Impaired Driving	Alcohol - 24 hour suspension	Drug Impairment - 24 hour suspension	ADP Violations	IRP
2008	6	122	19	11	0
2009	135	1,305	104	204	0
2010	67	561	91	108	0*
2011	28	255	141	51	880

* The independent municipal police department's tracking form was not amended in time to capture 2010 IRP statistics.

CounterAttack – IRSU and RCMP Activity

CA campaigns are also supported by IRSUs and regular RCMP traffic units. IRSUs and RCMP units target impaired driving on BC's roads largely through the use of visible police road blocks or other strategies such as 'light up the highway' which deploys multiple marked units on major highway corridors. The findings from Figure 10 show that alcohol 24-hour suspensions and alcohol ADPs declined at 40% and 13% respectively compared to 2010 enhanced enforcement output. With all IRP sanctions in effect for most of 2011, including the 'fail' sanction, there was a 103% increase in IRP output compared to 2010 (see Figure 10[15]).

Figure 10: 2008-2011 CounterAttack (IRSU and RCMP Activity)



	Alcohol Impaired	Alcohol - 24 hour suspension	Drugs - 24 hour suspension	Alcohol ADP	IRP
2008	571	1,530	239	361	0
2009	321	712	80	204	0
2010	135	471	184	97	714
2011	166	282	304	84	1,446

Pedestrian Safety Initiative (PSI) - Vancouver

Pedestrians and other vulnerable road users appear to be increasingly at risk of harm on BC's roads; especially in larger urban centers.

In summer 2011, in response to an increase in pedestrian fatalities and injuries, the Vancouver Police Department (VPD) approached RSU to pilot a Pedestrian Safety Initiative (PSI) on some of Vancouver's busiest and most dangerous pedestrian crossings.

Figure 11: 2011 Campaign Violation Tickets and Bylaws Served

Violation Tickets and Bylaws Served	Campaign 1	Campaign 2
Pedestrians	142	69
Drivers	414	313
Cyclists	236	75

Source: Vancouver Police Department

[15] Enhanced Enforcement CounterAttack Activity includes all activity for IRSU, IRSU_OT and ERSEI.

The first pedestrian-focused campaign was launched in August 2011 for a three-week campaign. Based on awareness measures (number of interactions and pamphlets distributed), violation ticket output, officer interactions with the public and no pedestrian fatalities during the campaign period, the initiative was considered a success by the VPD.

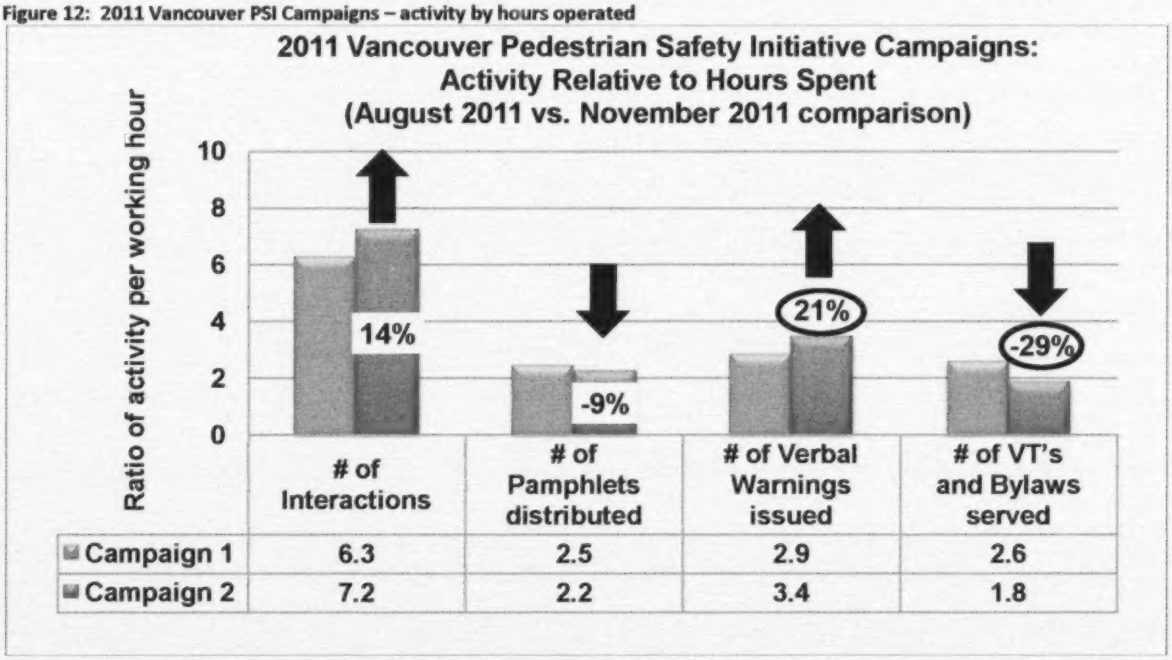
In November 2011, the VPD undertook a second PSI campaign. In order to compare with the first campaign, the autumn PSI employed similar targeted strategies to raise public awareness about pedestrian safety, including high-risk behaviours such as disobeying red light signals and jaywalking. During both PSI campaigns, traffic enforcement members were deployed during peak traffic periods to enforce municipal bylaws and *Motor Vehicle Act* infractions for pedestrians, cyclists and motorists, and issuing warnings or fines where appropriate.

The Vancouver PSI campaigns deployed officers for a combined total of 554 hours and resulted in nearly 2,000 interactions, with an average of 624 violation tickets and bylaws served.

The second campaign (Figure 12) resulted in:

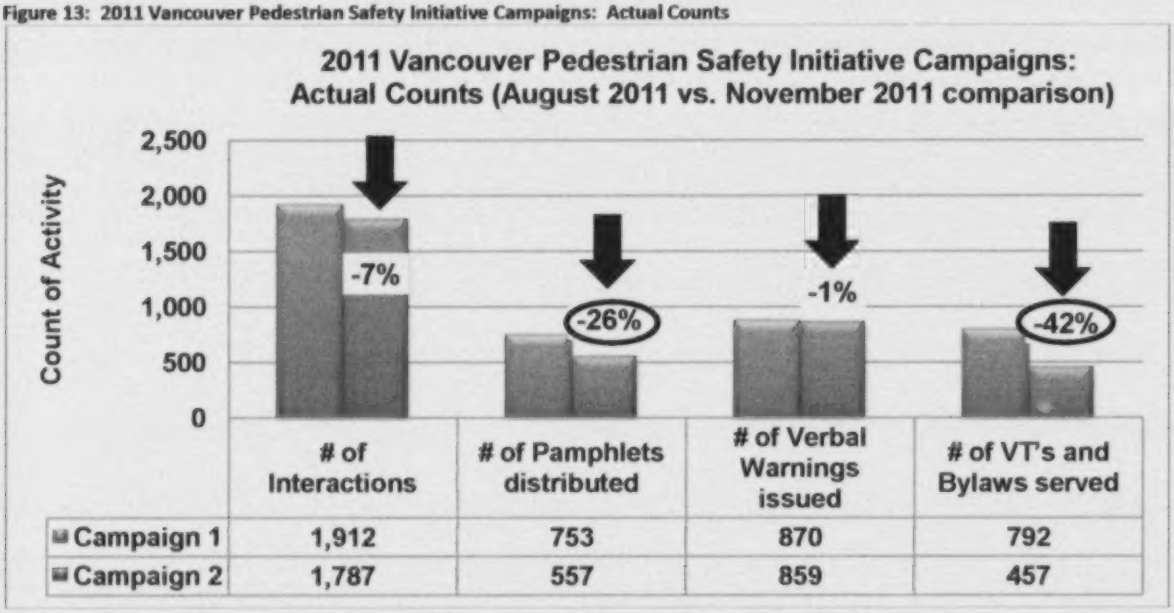
- 7.2 interactions per working hour compared to 6.3 per working hours in the first campaign;
- 3.4 verbal warnings per working hour; and
- 29% decrease in tickets served, possibly due to heightened awareness of the issue, traffic volumes at targeted locations or other factors

Figure 12: 2011 Vancouver PSI Campaigns – activity by hours operated



In the last decade, BC's pedestrian fatality count has increased by 6%, and it has gone up by 43% in the Greater Vancouver Regional District (GVRD) since 2010. In 2011, pedestrian fatalities in the GVRD made up 35% of all pedestrian fatalities in British Columbia.

Figure 13: 2011 Vancouver Pedestrian Safety Initiative Campaigns: Actual Counts



Automated Licence Plate Recognition (ALPR)

In 2006, ALPR technology was introduced through the enhanced traffic enforcement program in BC for use in traffic and auto crime enforcement. ALPR provides IRSU officers with a valuable tool that scans hundreds of licence plates per hour and identifies drivers/vehicles that should not be on the road. The system sounds an audible alarm if a licence plate is identified through the Canadian Police Information Centre (CPIC) or ICBC 'hot lists'.

At the end of 2011, there were a total of 34 ALPR units deployed in BC through the enhanced traffic enforcement initiative. RCMP 'E' Division traffic services provides oversight, training and maintenance of ALPR as well as daily hot lists and technical support to all units within the provincial enhanced enforcement program.

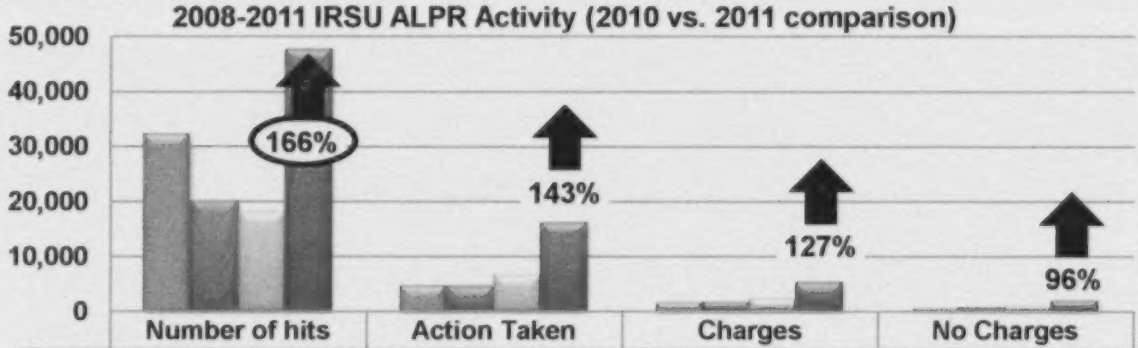
In 2011, IRSUs generated about 47,525 ALPR licence plate 'hits' (see Figure 14, next page) from ICBC and CPIC databases. The databases also alert police to any outstanding violations, warrants and prohibitions. ALPR's ability to scan large number of plates without officer intervention increases the chances of identifying unlawful use of BC's roads. Studies in other jurisdictions have found that ALPR may also contribute to officer efficiency and public safety.

Deployment hours in 2010 were approximately 4,056 hours, compared to about 15,305 hours in 2011. Since 2010, the number of ALPR units has increased from 20 to 34. As anticipated, deployment hours have increased by 277% and there has been a corresponding increase in the number of plates scanned and the number of hits (see Figures 14 and 15).

When comparing 2010 to 2011 (Figure 14), increases are experienced for action taken[16] (143% increase), charges[17] (127% increase), and no charges[18] (96%). The number of plates read by ALPR increased by 218% since 2010, and this is in correlation with the increase of ALPR camera deployment (Figure 15) to participating ALPR operating IRSU detachments.

A study is currently being undertaken to review ALPR deployment activity and to identify best practices for the initiative.

Figure 14: 2008-2011 IRSU ALPR Activity



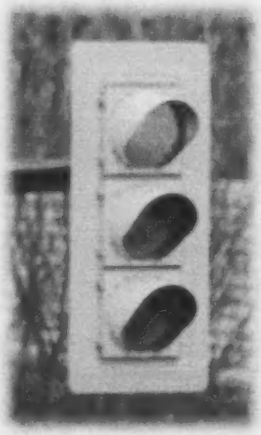
	Number of hits	Action Taken	Charges	No Charges
2008	32,099	4,851	1,804	753
2009	19,979	4,484	1,651	716
2010	17,844	6,624	2,234	921
2011	47,525	16,105	5,077	1,808

Figure 15: 2008-2011 IRSU ALPR Activity

Year	Number of Plates Read	Number of ALPR Cameras
2008	1,289,774	8
2009	1,187,531	8
2010	1,042,927	20
2011	3,317,322	34
% Change since 2010	**218%**	**26%**

[16] Action taken refers to the number of hits on which an action was taken subsequently.
[17] Charges include: No driver's licence, no insurance, driving while prohibited/suspended (provincial), other motor vehicle act offences, driving while prohibited (CC), driving while impaired/refuse breath test, possession of drugs, breach (conditions/probation, etc), possess stolen property, other *Criminal Code* offences.
[18] No charges include: serve notice of driving prohibition, Sec. 215 (24 hour prohibition), Sec. 90.3 (3)(c) (12 hour suspension), Administrative Driving Prohibition (ADP), Vehicle Impounds (VI), O/S Warrants executed, recovered stolen vehicles, recovered stolen licence plates, recovered stolen val tag, Immediate Roadside Prohib (IRP), CDSA – No case seizures, seizures (cash, weapons, etc), notice and orders.

Intersection Safety Camera



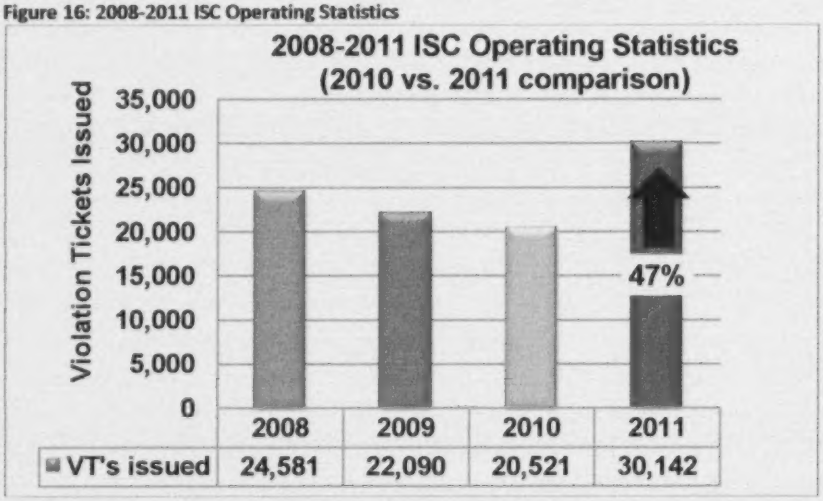
Intersection Safety Cameras (ISCs) have been in operation in BC since 1999 with the objective of reducing intersection crashes. The ISC program is a partnership between police, Ministry of Justice (MOJ), Ministry of Transportation and Infrastructure (MoTI), and ICBC.

Findings from the first three years of implementation (1999 -2001) showed that the program produced an average annual 6% reduction in total crashes at ISC sites, or about 250 crashes a year.

In 2011, the program underwent a significant upgrade and expansion from 30 wet-film cameras rotated through 120 sites, to 140 digital cameras at fixed locations. The new cameras can be turned on remotely and cameras are deployed during times when the risk to motorists is the greatest. All images of red light violators are now remotely transmitted for processing, eliminating the need to physically remove and process film. The result has been a dramatic decrease in time for violation ticket processing and delivery – from five weeks to five days. In addition, ISC Enforcement Officers are now prosecuting red light camera tickets in Provincial Court freeing up Crown resources for other priorities.

ISC sites are selected based on extensive data analysis. The analysis identifies intersections where crashes related to red light running have been documented, and where the road safety benefit will be most effective. In 2011, the ISC program was nominated for the Premier's Innovation and Excellence Awards. The ISC site selection process was also recognized as an international 'best practice' by the American Association of Motor Vehicle Administrators (AAMVA).

Figure 16: 2008-2011 ISC Operating Statistics



By the end of 2011, there were 140 active ISC sites throughout the province. ISC ticket delivery has increased by approximately 9,600 (47%) since 2010[19] (Figure 16).

[19] Data is from ICBC Business Insights on ISC Safety Camera Ticket Statistics 2006-2011.

Public Attitude Survey

The BC Drivers' Public Attitude Survey (PAS) has been conducted each year by the RSU since 2006. The survey gauges drivers' perceptions on topics such as driving behaviours, enforcement effectiveness and a variety of road safety interventions. This information is helpful in assessing road safety programs, public awareness efforts, as well as knowledge and support of road safety legislative policies.

Approximately 950 respondents throughout the province with a valid BC driver's licence completed the 2011 random telephone survey. Most of the questions focus on enhanced enforcement priorities, such as speeding, aggressive and distracted driving, and red light cameras.

Some of the 2011 key findings include:

- The majority of respondents said that going through a police road check (58%) was effective in changing driving behaviours
- Nearly 67% of respondents indicated that red-light cameras were somewhat to very effective in reducing fatal crashes
- Approximately 51% of respondents self-reported that they occasionally or regularly drive 20 kilometres over the posted speed limit
- BC drivers' main concerns were: other drivers (29%), speeding drivers (10%) and distracted drivers (10%)

In 2011, respondents indicated a higher sense of commitment from police in British Columbia. A shift is evident between 2010's ratings of 'very committed' of 18% to 2011's 41%. Figure 17 highlights values of interest.

Figure 17: Police Commitment to Traffic Enforcement in BC

Police Commitment in BC	2008	2009	2010	2011
Not at all committed to enforcing traffic laws	2%	5%	5%	2%
Not very committed	11%	12%	12%	7%
Somewhat committed, or	63%	64%	**65%**	**49%**
Very committed to enforcing traffic laws	23%	19%	**18%**	**41%**

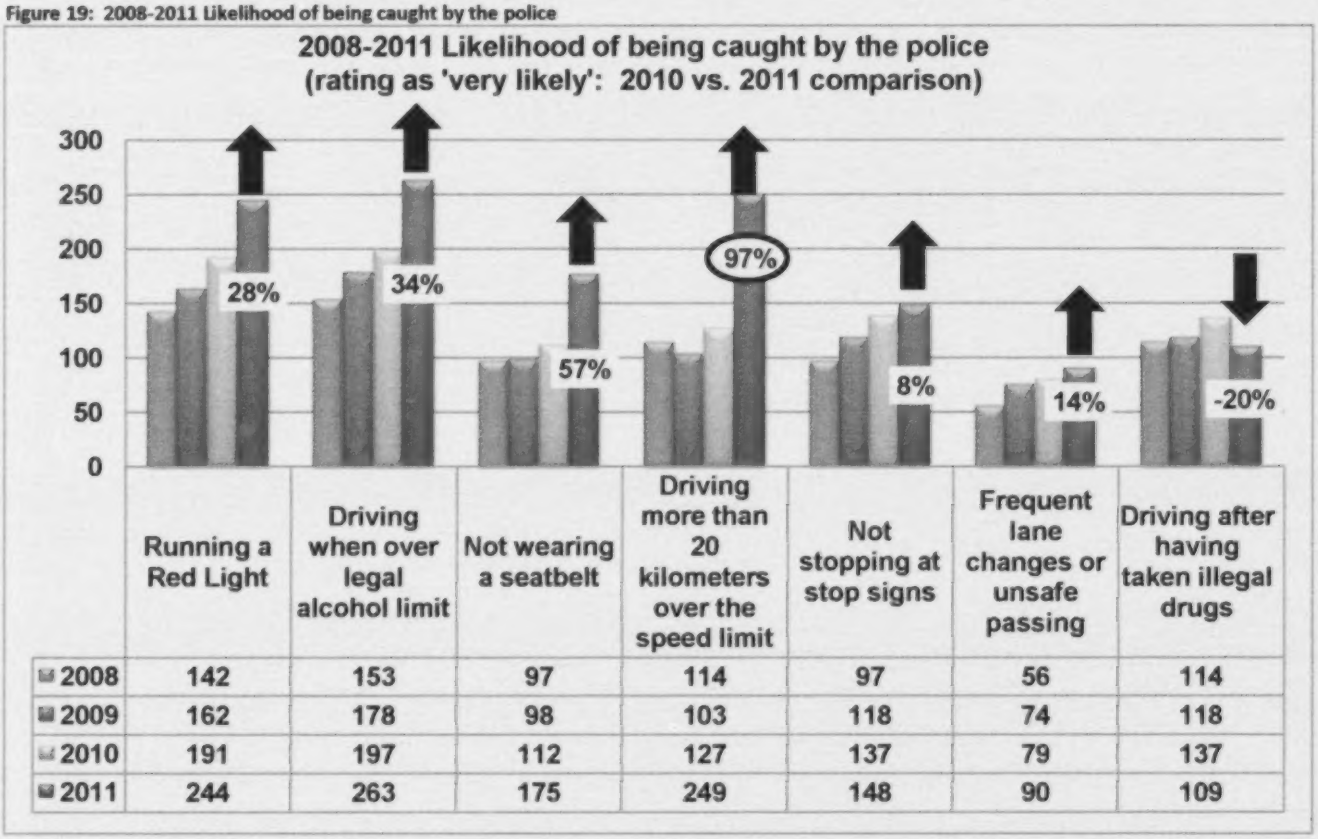
Road safety concerns include intersection safety, where in 2011 getting hit by another vehicle was a primary concern for respondents. This question was asked for the first time in 2011 (Figure 18).

Figure 18: 2011 Main Concerns at Intersections

2011: Top Three Safety Concerns at Intersections in BC	
Getting hit by another vehicle	26%
Hitting a pedestrian	14%
Hitting another vehicle	6%

Respondents also rated the likelihood of being caught by the police on topics such as running a red light, impaired driving, and speeding (Figure 19).

Figure 19: 2008-2011 Likelihood of being caught by the police



	Running a Red Light	Driving when over legal alcohol limit	Not wearing a seatbelt	Driving more than 20 kilometers over the speed limit	Not stopping at stop signs	Frequent lane changes or unsafe passing	Driving after having taken illegal drugs
2008	142	153	97	114	97	56	114
2009	162	178	98	103	118	74	118
2010	191	197	112	127	137	79	137
2011	244	263	175	249	148	90	109

Respondents generally ranked the likelihood of being caught higher across the categories compared to 2010. However, there was the exception of being caught driving after having consumed illegal drugs. Respondents felt that being caught after illegal drug consumption was less likely than in 2010 (20% decrease). This perception is in direct conflict with the increased amount of police activity in drug impaired interventions. The values shown in Figure 19 are for those who rated likelihood as being 'very likely'.

Advanced Traffic Training

RSU provides funding for officers from independent municipal police departments to attend advanced traffic enforcement courses through the Justice Institute of British Columbia (JIBC). In recent years, the JIBC and the RCMP Pacific Regional Training Centre (PRTC) have explored opportunities to maximize training efficiencies; this has resulted in some RCMP IRSU officers accessing JIBC courses while some independent municipal officers have attended PRTC courses. The JIBC program provides advanced traffic training on areas such as:

- Impaired driving detection and Standardized Field Sobriety Testing;
- Blood Alcohol Content (BAC) testing certification;
- On scene collision investigation;
- Crime scenes diagramming ;
- Forensic mapping;
- Commercial Vehicle Police Enforcement;
- Drug Recognition Expert;
- Collision analysis, and
- Pedestrian collision

Figure 20: RSU funded courses at JIBC

Course Description	Number of Students
Drug Recognition Expert (May 9-20, 2011)	18
BAC Datamaster C (June 6-10, 2011)	21
Basic Collision Investigation (June 13-17, 2011)	16
Basic Collision Investigation (October 3-7, 2011)	11
Standard Field Sobriety Test (October 17-20, 2011)	18
Commercial Vehicle Police Enforcement (October 24-28, 2011)	7
Commercial Vehicle Police Enforcement (December 5-9, 2011)	16
Total	**107**

British Columbia Association of Chiefs of Police
Traffic Safety Committee

The BC Association of Chiefs of Police (BCACP) Traffic Safety Committee (TSC) promotes public safety by identifying, prioritizing, and addressing common road safety issues of the police community and their partners. The BCACP TSC also advocates legislative reform in support of increased road safety.

The RSU acts as the Secretariat capacity to this very active enforcement committee. BCACP TSC activities are funded through the *Traffic and Road Safety Law Enforcement MOU*.

Each year the BCACP TSC endorses the provincial targeted enforcement calendar. The calendar designates specific dates for province-wide targeted, strategic, enforcement campaigns (Figure 21). RSU, in partnership with ICBC and police, approve public information and awareness campaigns, including paid advertising to help raise driver awareness to correspond with the different enforcement activities.

Figure 21: 2011 Campaign Schedules

Schedule	Campaign Name
May 1 - May 31	High Risk Driving Campaign
May 16 - May 23 (National)	Canada Road Safety Week
May 20 (Provincial)	High Risk Driving Campaign Blitz
July 1 - July 31	Summer Impaired Driving Campaign
September 1 - September 30	Occupant Restraint Campaign
September 1 - September 30	Distracted Drivers Campaign
September 2 (Provincial)	Occupant Restraint Blitz
October 7 - 10 (National)	Operation IMPACT
November 1 - November 30	Speed Relative to Conditions Campaign
December 1, 2011 - January 1, 2012	Winter Impaired Driving Campaign

Technological Advances

The BCACP TSC supports research and innovation in policing by continually examining potential ways of managing traffic law enforcement through advanced technologies.

Motions

In 2011, nine BCACP TSC motions were adopted and brought forward to the BCACP (see Figure 22).

Figure 22: 2011 BCACP TSC Motions

2011 BCACP TSC Motions
Recommended that a Criminal Interdiction/Civil Forfeiture award be added to the annual BCACP Traffic Safety Awards Recognition.
Approved the 2012 Provincial Enforcement Campaign Schedule.
Recommended that the BC Chiefs adopt the Alcohol Screening Device reading policy.
Recommended to Government that regulations be amended to provide a three point penalty in addition to the fine for the offence using an electronic device while operating a motor vehicle.
Recommended to Government that legislation be enacted deeming the use of Laser Jamming devices illegal and for the provision of seizure powers.
Recommended to Government that legislation for the use of salvaged vehicles within the public transportation industry to be ratified as illegal.
Recommended to Government that regulations be changed to include the SAE J2825 as the official protocol to test motorcycles in the case of excessive exhaust noise.
Recommended moving the 2012 BCACP Spring General Membership meeting to May 16-17, 2012 in conjunction with the CACP Traffic Symposium.
Recommended that BCACP support and endorse the use of Mobile Impaired Driving Processing Command Posts by police in the Province of BC.

Plans for 2012/13

In the year ahead, the Road Safety Unit will continue to support enforcement's use of data-driven, evidence-led strategies to improve operations, while focussing on the following provincial enhanced traffic safety enforcement priorities:

- Reducing incidents of high risk driving, including distracted driving;
- Augmenting enforcement efforts against alcohol and drug impaired driving;
- Assessing best practices for Automated Licence Plate Recognition (ALPR) deployment in traffic enforcement; and
- Renewing the province's auto crime enforcement strategy.

With the signing of a new MOU with ICBC, efforts will be focussed on:

- Reviewing and improving financial and operational accountabilities;
- Creating a Strategic Plan for the enhanced enforcement program;
- Monitoring progress on the Road Safety Systems and Traffic Court Reform projects;
- Studies such as the IMPACT and Baseline Traffic Resources review;
- Supporting the Roadside Impaired Driving Study; and
- Improved communication between partners and among stakeholders.